

# INVISION:

# TAMPA STREETCAR

## TRANSFORMING TAMPA'S TRANSIT

**Channelside, Downtown, Tampa Heights &  
YCDC Community Advisory Committees**

City Hall | December 6, 2016



# Background

## INVISION: TAMPA STREETCAR / TRANSFORMING TAMPA'S TRANSIT

- **Route: 2.7 miles**

Downtown

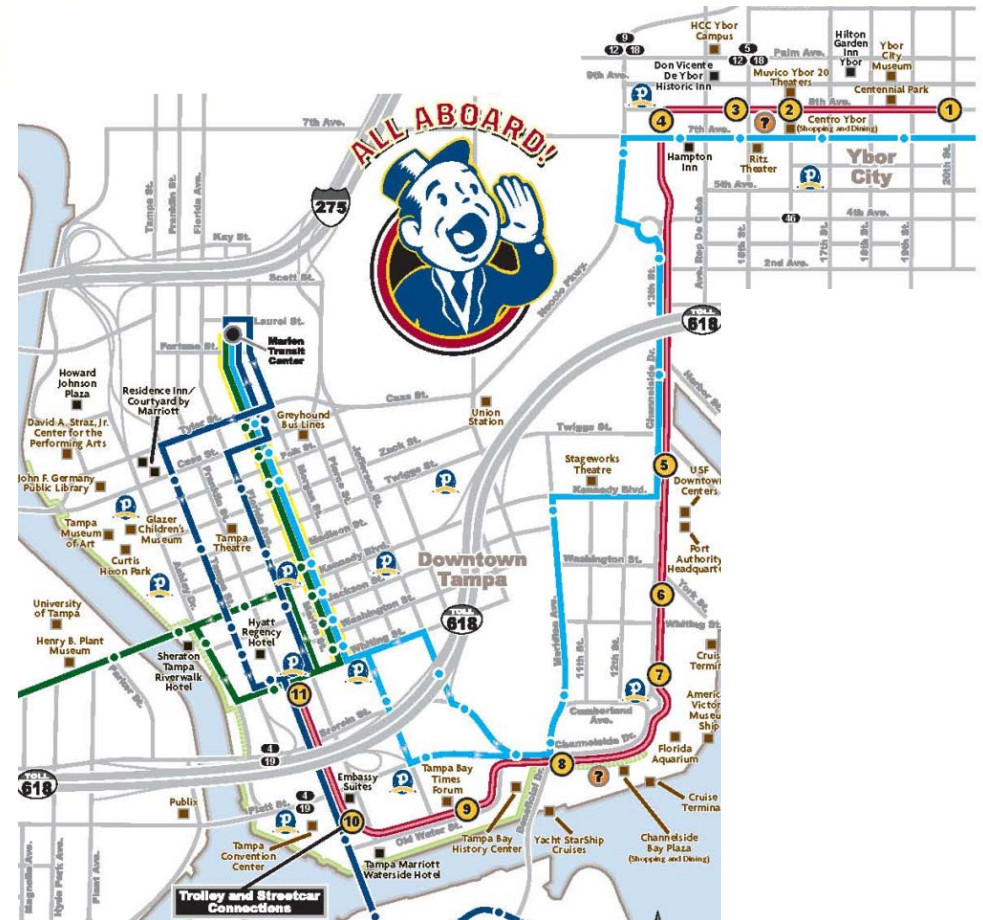


Channel District



Ybor City

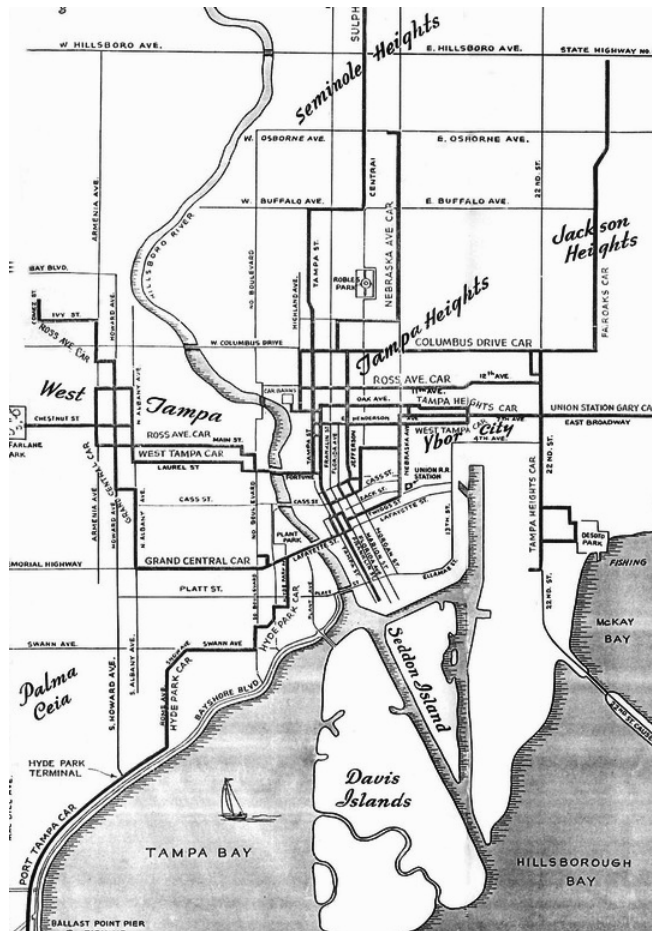
- **Phase I** (Original Route - 2002)
- **Phase II** (Franklin Street Extension - 2010)



# Background

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Designed and constructed as a heritage system with an historic aesthetic based on Tampa's Historic Streetcars



*Tampa's Historic Streetcar Network in the 1940's*



*Above:  
Examples of  
the modern  
replica  
streetcars*

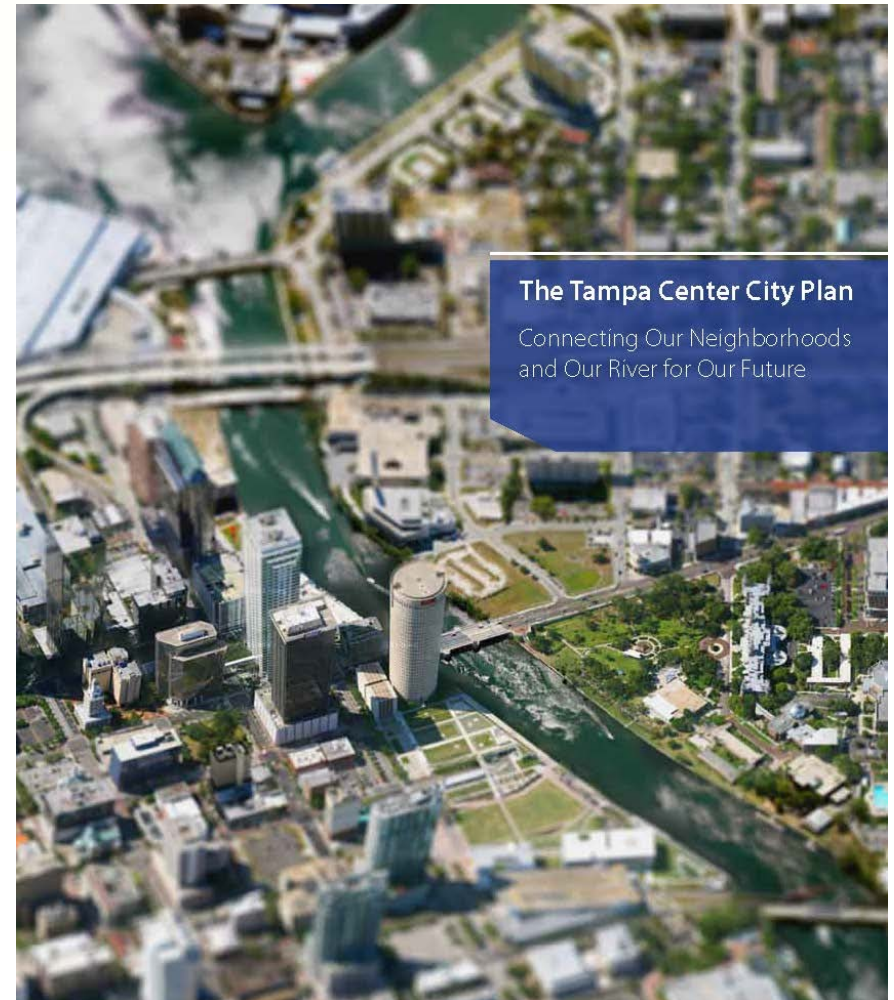
*Left: Interior of  
replica cars  
with wooden  
benches*



# InVision Tampa

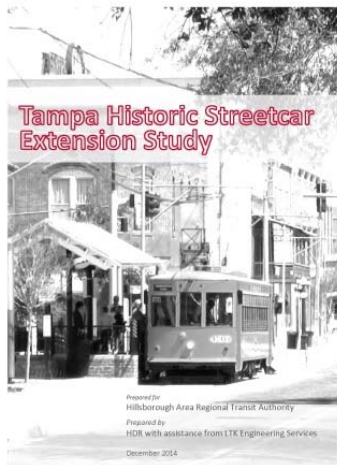
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- The existing streetcar is seen as tourist attraction rather than a viable local transit option.
- InVision Tampa's Center City Plan recognized the need to extend and expand streetcar operations.



# Recent Studies

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- **Tampa Historic Streetcar Extension Study**

Hillsborough Area Regional Transit Authority  
December 2014



- **Transit Assets and Opportunities Study**

Hillsborough County MPO & The Tampa Downtown Partnership  
September 2014

# Project Funding

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A Joint Project Agreement between the **City of Tampa** and **FDOT**

Feasibility and PD&E Cost : **\$1.68 million**

- **FDOT:** \$1 million
- **City of Tampa:** \$677,390 in matching funds

**Feasibility Study**  **PD&E**

# Study Management Team

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**FDOT (Sponsor)**



**City of Tampa (Owner)**



**HART (Operator)**



**HDR (Lead Consultant)**

# Project Objectives

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- Evaluate extension and modernization of the Tampa Historic Streetcar in order to make it a viable transportation option for future downtown development.
- Evaluate potential ridership, environmental impacts, and community & economic impacts.
- Community conversation and planning effort on future streetcar system in context of regional initiatives and emerging multi-modal environment.

**Feasibility Study**



**PD&E**



# Project Approach

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- Public and Stakeholder Outreach
- Definition of Alternatives
- Environmental and Community Evaluation
- Funding Strategy and Implementation Plan
- Request FTA Approval into Project Development

**Feasibility Study**



**PD&E**

# Project Approach

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## Public and Stakeholder Outreach

- Project Branding
- Website
- Social Media
- Small Group Meetings
- Agency Stakeholder Meetings
- Public Workshop

**Feasibility Study**



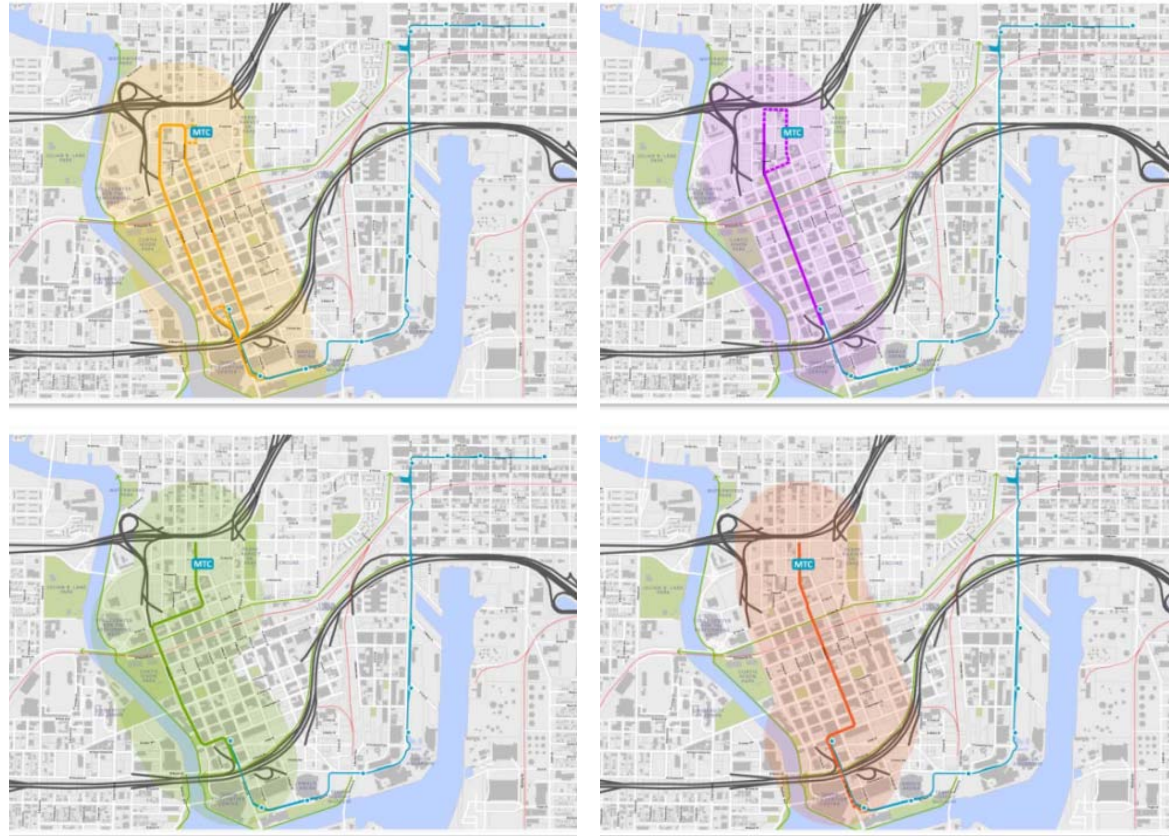
**PD&E**

# Project Approach

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## Definition of Alternatives

- Build off previous studies
- Purpose and need and objectives
- Extension alignments, system modernization options, station locations.
- Vehicle technologies
- Capital and operating costs and ridership



*Figures from Tampa Historic Streetcar Extension Study (HART, December 2014)*



# Project Approach

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## System Modernization

- Recommendations regarding new technologies by evaluating modern streetcar vehicles and their requirements





## Environmental and Community Evaluation

- Environmental, Cultural and Natural Resources
- Environmental Justice
- Noise and Vibration
- Air Quality
- Social and Community Impacts
- Land Use and Economic Development
- Traffic and Parking

**Feasibility Study**



**PD&E**

## Funding Strategy & Implementation Plan

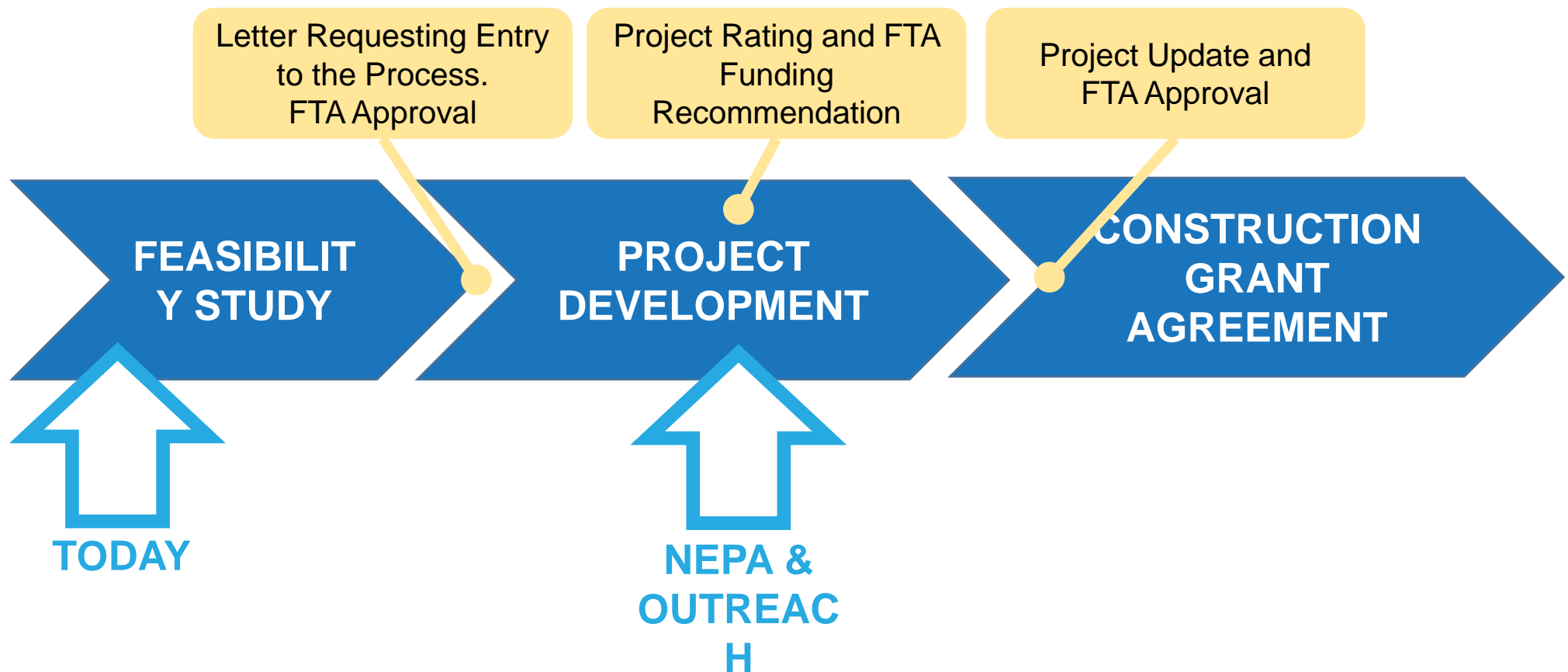
- Funding strategy for project development, design, construction, equipment, and operations
- Federal funding opportunities
- State and local funding sources

**Feasibility Study**  **PD&E**

# Federal Timeline

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- Assuming Small Starts Funding



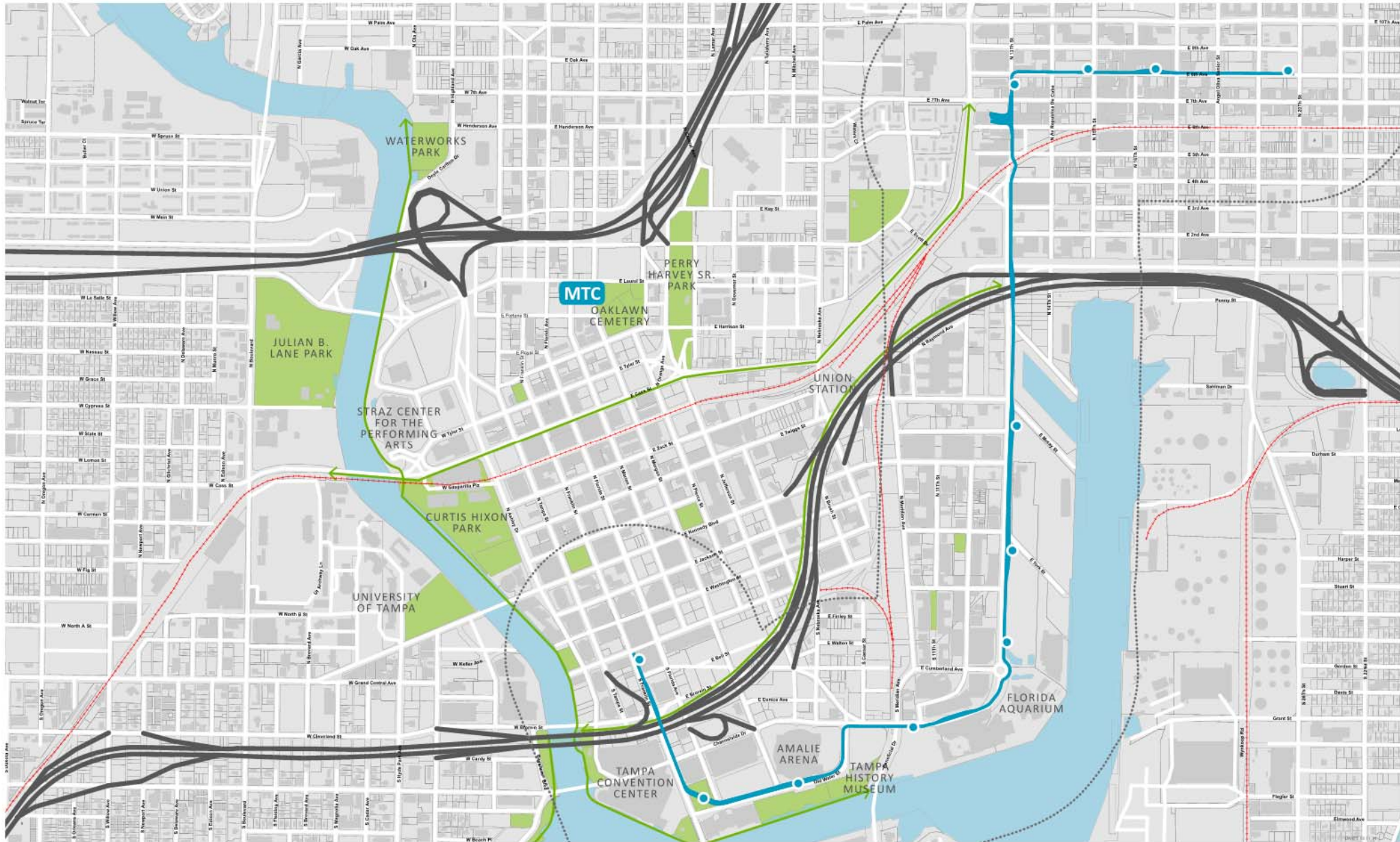
# Timeline

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- Procurement Phase – Oct 2015 to July 2016
- Council Award Resolution – August 25, 2016
- Consultant Notice to Proceed – Oct 27, 2016
  
- Phase 1 (Feasibility Study) – 6 months
- FTA Review – 1 to 3 months
- Phase 2 (Project Development) – 9 to 12 months



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# Thank You! Questions?

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